

Date: 26 July 2019

Subject: HS2 Phase 2b Design Refinement Consultation - GM Response Approach

Report of: Andy Burnham , GM Mayor and Eamonn Boylan, Chief Executive Officer,
GMCA &, TFGM

PURPOSE OF REPORT

To provide an overview of the proposed approach to responding to the HS2 Phase 2b Design Refinement Consultation.

RECOMMENDATIONS:

GMCA is recommended to:-

1. To note the contents of the report.
2. To delegate authority to the Chief Executive Officer, GMCA and TFGM to approve the final response to the consultations.

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<u>BOLTON</u>	<u>MANCHESTER</u>	<u>ROCHDALE</u>	<u>STOCKPORT</u>	<u>TRAFFORD</u>
<u>BURY</u>	<u>OLDHAM</u>	<u>SALFORD</u>	<u>TAMESIDE</u>	<u>WIGAN</u>

RISK/ FINANCIAL/ LEGAL CONSEQUENCES/DETAILS

Risk Management – N/A

Legal Considerations – N/A

Financial Consequences – N/A

Financial Consequences – N/A

BACKGROUND PAPERS:

30th November 2018: HS2 Phase 2b Working Draft Environmental Statement Consultation – GM Response Approach

24th February 2017: HS2 Route Update and Consultation Response

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		Yes
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		No
GMTC	Overview & Scrutiny Committee	
N/A		

1. INTRODUCTION AND BACKGROUND

- 1.1 On the 6th June 2019 The Secretary of State for Transport launched a Design Refinements Consultation on 11 proposed design refinements to the HS2 Phase 2b route. The design refinement consultation (DRC) is a key milestone on the path leading up to hybrid bill deposit.
- 1.2 HS2 Ltd will continue to refine the Phase 2b route design for the HS2 Phase 2b hybrid bill. This refining process will continue until construction begins.
- 1.3 As part of this ongoing refinement, HS2 has identified areas of the route where changes, or additional infrastructure may be needed to build and operate the railway. The DRC provides the opportunity for feedback on these proposed changes and allows the Secretary of State to consider the views of interested parties and the public at large before making a decision on whether the changes should be included in the Phase 2b hybrid Bill scheme.
- 1.4 The proposed changes in this DRC can be categorised into three groups:
- **Relocations and realignments:** where sections of the route have undergone further development work. Such work may include newly discovered efficiencies, or solutions to issues which differ significantly from the design that was previously consulted on.
 - **New infrastructure:** pieces of new infrastructure that are required for the construction of HS2 and to facilitate the maintenance and stabling of trains.
 - **New scope:** the HS2 route design is proposed to include infrastructure designed to ensure HS2 can accommodate future potential Northern Powerhouse Rail (NPR) services. The first elements of this scope are included in the consultation while design work in other areas continues.
- 1.5 The documentation can be accessed via the following link:
<https://www.gov.uk/government/consultations/hs2-phase-2b-design-refinement-consultation>
- 1.6 Whilst the consultation specifies 11 proposed design refinements across the Phase 2b scheme, there are two design refinements proposed within Greater Manchester. These are:
- (i) Relocation of the Palatine Road Tunnel vent shaft, West Didsbury, Manchester
 - (ii) Relocation of the Lytham Road tunnel vent shaft to Birchfields Road, Fallowfield, Manchester

2. APPROACH TO CONSULTATION RESPONSE

- 2.1 Manchester City Council (MCC) are proposing to submit a consultation response to HS2. MCC's response will support the GMCA response and will outline the Council's overall strategic position and specifically comment on the relocation of the Palatine Road Tunnel vent shaft; the relocation of the Lytham Road tunnel vent shaft (both of which fall within MCC's boundary); and the safeguarding information provided as it affects Manchester.
- 2.2 The Combined Authority response is proposed to be an umbrella response on behalf of GM. This will include a summary of the headline messages which, at this stage are anticipated to; reiterate our strategic messages, support MCC's response on the relocation of the vent shafts and comment on the safeguarding information provided.
- 2.3 The GMCA response will re-iterate any appropriate points raised in previous consultation responses. This includes the GMCA response to the HS2 Working Draft Environmental Statement Consultation, submitted in December 2018, and the GMCA HS2 Phase 2B consultation responses submitted in March 2017 and January 2014.
- 2.4 The deadline for the submission of comments is 6th September 2019.

3. RECOMMENDATION

- 3.1 It is proposed that delegated authority is granted to the Chief Executive Officer, GMCA and TFGM to approve the final draft of the responses on behalf of the GMCA.

Eamon Boylan

Chief Executive, TfGM